APPENDIX B: DEMOGRAPHIC CROSS-TABS

Question 1: How frequently do you travel on I-5 and I-205, anywhere between the Oregon-Washington border and where I-5 and I-205 meet near Tualatin?

Table B-1. Geographic cross-tab

	Multnomah Co. (N=574)	Clackamas Co. (N=158)	Washington Co. (N=156)	Clark Co. (N=781)	Rest of Metro Area (N=15)	Out of Metro Area (N=113)
Every day	21%	43%	30%	32%	13%	34%
Several times a week	30%	35%	28%	33%	40%	20%
Several times a month	34%	17%	30%	32%	47%	27%
I rarely travel on I-5 or I-205	14%	6%	12%	4%	0%	19%
I never travel on I-5 or I-205	1%	0%	0%	0%	0%	1%

Table B-2. Lower-income ZIP codes cross-tab

	Lower-income ZIP codes (N=55) ZIP codes with median income <68% metro area median: 97216, 97266, 97233, 97236, 97005, 97205, 97014
Every day	36%
Several times a week	33%
Several times a month	11%
I rarely travel on I-5 or I-205	20%
I never travel on I-5 or I-205	0%

Table B-3. Trip purpose cross-tab

	Commuters (N=907)	Personal trips (errands, visits to friends and family, medical appointments) (N=1,454)	Rideshare, transit or taxi operators (N=32)	Freight/delivery drivers (N=48)
Every day	54%	23%	44%	40%
Several times a week	35%	30%	34%	46%
Several times a month	10%	37%	19%	13%
I rarely travel on I-5 or I-205	1%	10%	3%	2%
I never travel on I-5 or I-205	0%	0%	0%	0%

Table B-4. Age cross-tab

	Under 30 (N=200)	30-44 (N=679)	45-64 (N=588)	65+ (N=203)
Every day	38%	32%	28%	9%
Several times a week	27%	32%	30%	35%
Several times a month	24%	27%	32%	49%
I rarely travel on I-5 or I-205	11%	9%	9%	7%
I never travel on I-5 or I-205	1%	0%	0%	0%

Table B-5. Gender cross-tab

	Male (N= 950)	Female (N=610)	Other (N=33)
Every day	29%	27%	36%
Several times a week	31%	31%	18%
Several times a month	32%	32%	30%
I rarely travel on I-5 or I-205	9%	11%	15%
I never travel on I-5 or I-205	0%	0%	0%

Table B-6. Race/ethnicity cross-tab

	White (N=1,321)	Communities of Color (N=208)
Every day	27%	39%
Several times a week	32%	22%
Several times a month	32%	26%
I rarely travel on I-5 or I-205	9%	12%
I never travel on I-5 or I-205	0%	1%

Question 1a: (For those who rarely or never travel on I-5 or I-205) I rarely or never travel on I-5 or I-205 because:

Table B-7. Geographic cross-tab

	Multnomah Co. (N=81)	Clackamas Co. (N=9)	Washington Co. (N=19)	Clark Co. (N=31)	Rest of Metro Area (N=0)	Out of Metro Area (N=22)
These roadways are not near where I need to travel	25%	33%	68%	45%	0%	59%
I work/study from home	6%	0%	5%	29%	0%	5%
I travel on surface streets or other routes to avoid I-5 or I-205	5%	11%	5%	3%	0%	9%
I mostly bike or walk	56%	11%	0%	0%	0%	0%
Other:	9%	44%	21%	23%	0%	27%

Table B-8. Lower-income ZIP codes cross-tab

	Lower-income ZIP codes (N=10)
These roadways are not near where I need to travel	40%
I work/study from home	0%
I travel on surface streets or other routes to avoid I-5 or I-205	10%
I mostly bike or walk	50%
Other:	0%

Table B-9. Trip purpose cross-tab

	Commuters (N=58)	Personal trips (errands, visits to friends and family, medical appointments) (N=145)	Rideshare, transit or taxi operators (N=1)	Freight/ delivery drivers (N=1)
These roadways are not near where I need to travel	56%	40%	0%	100%
I work/study from home	0%	10%	0%	0%
I travel on surface streets or other routes to avoid I-5 or I-205	22%	6%	0%	0%
I mostly bike or walk	11%	28%	0%	0%
Other:	11%	17%	100%	0%

Table B-10. Age cross-tab

	Under 30 (N=22)	30-44 (N=64)	45-64 (N=51)	65+ (N=15)
These roadways are not near where I need to travel	41%	47%	29%	33%
I work/study from home	5%	9%	12%	7%
I travel on surface streets or other routes to avoid I-5 or I-205	0%	5%	4%	27%
I mostly bike or walk	46%	28%	28%	7%
Other:	9%	11%	28%	27%

Table B-11. Gender cross-tab

	Male (N= 84)	Female (N=63)	Other (N=5)
These roadways are not near where I need to travel	35%	43%	60%
I work/study from home	6%	14%	20%
I travel on surface streets or other routes to avoid I-5 or I-205	7%	3%	0%
I mostly bike or walk	33%	22%	20%
Other:	19%	18%	0%

Table B-12. Race/ethnicity cross-tab

	White (N=123)	Communities of Color (N=23)
These roadways are not near where I need to travel	38%	44%
I work/study from home	11%	4%
I travel on surface streets or other routes to avoid I-5 or I-205	4%	13%
I mostly bike or walk	29%	13%
Other:	18%	26%

Question 2: For what purposes do you travel on I-5 and I-205? Check all that apply:

Table B-13. Geographic cross-tab

	Multnomah Co. (N=571)	Clackamas Co. (N=159)	Washington Co. (N=156)	Clark Co. (N=785)	Rest of Metro Area (N=15)	Out of Metro Area (N=112)
Commute to work or school	43%	65%	54%	53%	40%	47%
To run errands (e.g. grocery shopping)	54%	59%	40%	44%	53%	33%
To get to recreation or social activities	70%	64%	63%	61%	73%	46%
To visit family and friends	65%	59%	53%	49%	47%	48%
To get to medical appointments	33%	45%	28%	37%	40%	31%
As a rideshare driver (e.g. Uber, Lyft, etc.)	2%	1%	1%	1%	0%	0%
As a freight/delivery driver	2%	3%	4%	2%	20%	5%
As a traditional taxi driver	0%	0%	1%	0%	0%	0%
As a transit operator	0%	1%	0%	1%	0%	0%
Other	10%	9%	12%	9%	7%	19%

Table B-14. Lower-income ZIP codes cross-tab

	Lower-income ZIP codes (N=55)
Commute to work or school	50%
To run errands (e.g. grocery shopping)	47%
To get to recreation or social activities	60%
To visit family and friends	56%
To get to medical appointments	36%
As a rideshare driver (e.g. Uber, Lyft, etc.)	7%
As a freight/delivery driver	6%
As a traditional taxi driver	0%
As a transit operator	2%
Other	11%

Table B-15. Frequency of use cross-tab

	Frequent users (daily/weekly) (N=1,077)	Infrequent users (monthly/rarely) (N=720)	Non-users (N=5)
Commute to work or school	76%	13%	0%
To run errands (e.g. grocery shopping)	46%	50%	0%
To get to recreation or social activities	55%	76%	25%
To visit family and friends	51%	63%	25%
To get to medical appointments	37%	34%	0%
As a rideshare driver (e.g. Uber, Lyft, etc.)	2%	1%	0%
As a freight/delivery driver	4%	1%	0%
As a traditional taxi driver	0%	0%	0%
As a transit operator	1%	0%	0%
Other	8%	12%	75%

Table B-16. Age cross-tab

	Under 30 (N=199)	30-44 (N=679)	45-64 (N=587)	65+ (N=206)
Commute to work or school	59%	57%	50%	16%
To run errands (e.g. grocery shopping)	49%	47%	45%	52%
To get to recreation or social activities	69%	63%	63%	63%
To visit family and friends	59%	59%	50%	55%
To get to medical appointments	29%	31%	37%	48%
As a rideshare driver (e.g. Uber, Lyft, etc.)	3%	1%	1%	0%
As a freight/delivery driver	3%	3%	3%	2%
As a traditional taxi driver	0%	0%	0%	0%
As a transit operator	0%	0%	1%	0%
Other	7%	7%	11%	18%

Table B-17. Gender cross-tab

	Male (N= 949)	Female (N=610)	Other (N=33)
Commute to work or school	50%	48%	55%
To run errands (e.g. grocery shopping)	48%	48%	55%
To get to recreation or social activities	64%	67%	64%
To visit family and friends	54%	59%	70%
To get to medical appointments	32%	39%	52%
As a rideshare driver (e.g. Uber, Lyft, etc.)	2%	0%	0%
As a freight/delivery driver	3%	2%	3%
As a traditional taxi driver	0%	0%	0%
As a transit operator	1%	0%	0%
Other	11%	9%	6%

Table B-18. Race/ethnicity cross-tab

	White (N=1,320)	Communities of Color (N=210)
Commute to work or school	49%	59%
To run errands (e.g. grocery shopping)	48%	49%
To get to recreation or social activities	66%	60%
To visit family and friends	56%	58%
To get to medical appointments	33%	42%
As a rideshare driver (e.g. Uber, Lyft, etc.)	1%	2%
As a freight/delivery driver	2%	4%
As a traditional taxi driver	0%	0%
As a transit operator	1%	0%
Other	10%	9%

Question 3: When you travel on I-5 or I-205, are you mostly?

Table B-19. Geographic cross-tab

	Multnomah Co. (N=573)	Clackamas Co. (N=159)	Washington Co. (N=155)	Clark Co. (N=779)	Rest of Metro Area (N=15)	Out of Metro Area (N=112)
Driving yourself in your personal or work vehicle	59%	76%	72%	69%	73%	64%
Driving with other passengers in your personal or work vehicle	36%	22%	28%	28%	27%	32%
On transit	3%	1%	1%	3%	0%	4%
A rideshare passenger	2%	1%	0%	0%	0%	0%

Table B-20. Lower-income ZIP codes

	Lower-income ZIP codes (N=56)
Driving yourself in your personal or work vehicle	64%
Driving with other passengers in your personal or work vehicle	25%
On transit	5%
A rideshare passenger	5%

Table B-21. Frequency of use cross-tab

	Frequent users (daily/weekly) (N=1,075)	Infrequent users (monthly/rarely) (N=712)	Non-users (N=5)
Driving yourself in your personal or work vehicle	79%	48%	0%
Driving with other passengers in your personal or work vehicle	18%	49%	0%
On transit	2%	2%	80%
A rideshare passenger	1%	1%	20%

Table B-22. Trip purpose cross-tab

	Commuters (N=909)	Personal trips (errands, visits to friends and family, medical appointments) (N=1,449)	Rideshare, transit or taxi operators (N=32)	Freight/delivery drivers (N=47)
Driving yourself in your personal or work vehicle	80%	62%	72%	83%
Driving with other passengers in your personal or work vehicle	16%	35%	22%	15%
On transit	3%	2%	0%	2%
A rideshare passenger	1%	1%	6%	0%

Table B-23. Age cross-tab

	Under 30 (N=200)	30-44 (N=680)	45-64 (N=583)	65+ (N=204)
Driving yourself in your personal or work vehicle	62%	64%	69%	68%
Driving with other passengers in your personal or work vehicle	35%	32%	28%	29%
On transit	3%	3%	2%	3%
A rideshare passenger	1%	2%	1%	1%

Table B-24. Gender cross-tab

	Male (N= 949)	Female (N=605)	Other (N=33)
Driving yourself in your personal or work vehicle	67%	65%	55%
Driving with other passengers in your personal or work vehicle	30%	31%	39%
On transit	2%	3%	3%
A rideshare passenger	1%	1%	3%

Table B-25. Race/ethnicity cross-tab

	White (N=1,316)	Communities of Color (N=210)
Driving yourself in your personal or work vehicle	65%	64%
Driving with other passengers in your personal or work vehicle	31%	32%
On transit	3%	4%
A rideshare passenger	1%	1%

Question 4: When deciding whether to travel by car on I-5 or I-205, what factors do you think most about? Please rank your top 3 considerations.

Table B-26. Geographic cross-tab

	Multnomah Co. (N=571)	Clackamas Co. (N=159)	Washington Co. (N=156)	Clark Co. (N=785)	Rest of Metro Area (N=15)	Out of Metro Area (N=112)
1	How long the trip will take	How long the trip will take	How long the trip will take	How long the trip will take	How long the trip will take	How long the trip will take
2	Congestion/vehicles on the road	Congestion/vehicles on the road	Congestion/vehicles on the road	Congestion/vehicles on the road	How confident I am in being able to achieve my expected arrival time	Congestion/vehicles on the road
3	Time of day	Directness of route	Directness of route	Time of day	Congestion/vehicles on the road	How confident I am in being able to achieve my expected arrival time
4	Directness of route	How confident I am in being able to achieve my expected arrival time	Time of day	How confident I am in being able to achieve my expected arrival time	Directness of route	Time of day

5	How confident I am in being able to achieve my expected arrival time	Time of day	How confident I am in being able to achieve my expected arrival time	Directness of route	Safety	Directness of route
6	Transit availability	Transit availability	Safety	Safety	Time of day	Safety
7	Safety	Safety	Transit availability	Transit availability	Transit availability	Transit availability
8	Other	Other	Other	Other		Other
9	Amenities/services along the way	Amenities/services along the way	Amenities/services along the way	Amenities/services along the way		Amenities/services along the way

Table B-283. Lower-income ZIP codes cross-tab

	Lower-income ZIP codes (N=55)
1	How long the trip will take
2	Congestion/vehicles on the road
3	How confident I am in being able to achieve my expected arrival time
4	Directness of route
5	Time of day
6	Transit availability
7	Safety
8	Other
9	Amenities/services along the way

Table B-29. Frequency of use cross-tab

	Frequent users (daily/weekly) (N=1,077)	Infrequent users (monthly/rarely) (N=720)	Non-users (N=5)
1	How long the trip will take	How long the trip will take	Other
2	Congestion/vehicles on the road	Congestion/vehicles on the road	Safety
3	How confident I am in being able to achieve my expected arrival time	Time of day	Transit availability
4	Directness of route	Directness of route	Directness of route
5	Time of day	How confident I am in being able to achieve my expected arrival time	Time of day
6	Safety	Safety	How confident I am in being able to achieve my expected arrival time

7	Transit availability	Transit availability	How long the trip will take
8	Other	Other	
9	Amenities/services along the way	Amenities/services along the way	

Table B-30. Purpose of trip cross-tab

	Commuters (N=907)	Personal trips (errands, visits to friends and family, medical appointments) (N=1,454)	Rideshare, transit or taxi operators (N=32)	Freight/delivery drivers (N=48)
1	How long the trip will take	How long the trip will take	Congestion/vehicles on the road	How long the trip will take
2	Congestion/vehicles on the road	Congestion/vehicles on the road	How long the trip will take	Congestion/vehicles on the road
3	How confident I am in being able to achieve my expected arrival time	Time of day	Time of day	How confident I am in being able to achieve my expected arrival time
4	Directness of route	How confident I am in being able to achieve my expected arrival time	How confident I am in being able to achieve my expected arrival time	Directness of route
5	Time of day	Directness of route	Directness of route	Time of day
6	Safety	Safety	Safety	Safety
7	Transit availability	Transit availability	Transit availability	Other
8	Other	Other	Other	Transit availability
9	Amenities/services along the way	Amenities/services along the way	Congestion/vehicles on the road	Amenities/services along the way

Table B-31. Age cross-tab

	Under 30 (N=200)	30-44 (N=679)	45-64 (N=588)	65+ (N=203)
1	How long the trip will take	How long the trip will take	How long the trip will take	How long the trip will take
2	Congestion/vehicles on the road	Congestion/vehicles on the road	Congestion/vehicles on the road	Congestion/vehicles on the road
3	Time of day	Directness of route	How confident I am in being able to achieve my expected arrival time	How confident I am in being able to achieve my expected arrival time
4	Directness of route	Time of day	Time of day	Time of day

5	How confident I am in being able to achieve my expected arrival time	How confident I am in being able to achieve my expected arrival time	Directness of route	Directness of route
6	Transit availability	Transit availability	Safety	Safety
7	Safety	Safety	Transit availability	Other
8	Other	Other	Other	Transit availability
9	Amenities/services along the way	Amenities/services along the way	Amenities/services along the way	Amenities/services along the way

Table B-32. Gender cross-tab

	Male (N= 950)	Female (N=610)	Other (N=33)
1	How long the trip will take	How long the trip will take	How long the trip will take
2	Congestion/vehicles on the road	Congestion/vehicles on the road	Congestion/vehicles on the road
3	How confident I am in being able to achieve my expected arrival time	Time of day	Directness of route
4	Time of day	How confident I am in being able to achieve my expected arrival time	Time of day
5	Directness of route	Directness of route	Transit availability
6	Safety	Safety	How confident I am in being able to achieve my expected arrival time
7	Transit availability	Transit availability	Safety
8	Other	Other	Other
9	Amenities/services along the way	Amenities/services along the way	Amenities/services along the way

Table B-33. Race/ethnicity cross-tab

	White (N=1,321)	Communities of Color (N=208)
1	How long the trip will take	How long the trip will take
2	Congestion/vehicles on the road	Congestion/vehicles on the road
3	Time of day	Time of day
4	How confident I am in being able to achieve my expected arrival time	How confident I am in being able to achieve my expected arrival time
5	Directness of route	Directness of route
6	Transit availability	Safety
7	Safety	Transit availability
8	Other	Other
9	Amenities/services along the way	Amenities/services along the way

Question 5: Do you consider congestion along I-5, between the Oregon-Washington border and where I-5 and I-205 meet near Tualatin, to be…

Table B-34. Geographic cross-tab

	Multnomah Co. (N=571)	Clackamas Co. (N=159)	Washington Co. (N=155)	Clark Co. (N=783)	Rest of Metro Area (N=15)	Out of Metro Area (N=113)
A very big problem	46%	59%	67%	68%	53%	49%
Somewhat of a problem	39%	27%	28%	22%	40%	36%
Not much of a problem	9%	8%	5%	5%	7%	7%
Not a problem at all	4%	0%	1%	1%	0%	4%
Don't know	2%	6%	1%	4%	0%	4%

Table B-35. Lower-income ZIP code cross-tab

	Lower-income ZIP codes (N=56)
A very big problem	54%
Somewhat of a problem	38%
Not much of a problem	9%
Not a problem at all	0%
Don't know	0%

Table B-36. Frequency of use cross-tab

	Frequent users (daily/weekly) (N=1,071)	Infrequent users (monthly/rarely) (N=718)	Non-users (N=5)
A very big problem	61%	55%	20%
Somewhat of a problem	29%	31%	20%
Not much of a problem	6%	8%	0%
Not a problem at all	2%	2%	40%
Don't know	3%	4%	20%

Table B-37. Purpose of trip cross-tab

	Commuters (N=905)	Personal trips (errands, visits to friends and family, medical appointments) (N=1,455)	Rideshare, transit or taxi operators (N=32)	Freight/ delivery drivers (N=48)
A very big problem	63%	57%	66%	54%
Somewhat of a problem	27%	31%	28%	33%
Not much of a problem	6%	7%	6%	6%
Not a problem at all	2%	2%	0%	4%
Don't know	3%	3%	0%	2%

Table B-38. Age cross-tab

	Under 30 (N=200)	30-44 (N=679)	45-64 (N=584)	65+ (N=205)
A very big problem	52%	54%	63%	66%
Somewhat of a problem	31%	33%	27%	25%
Not much of a problem	10%	9%	4%	5%
Not a problem at all	5%	2%	2%	1%
Don't know	3%	3%	4%	3%

Table B-39. Gender cross-tab

	Male (N= 951)	Female (N=609)	Other (N=32)
A very big problem	57%	60%	56%
Somewhat of a problem	31%	28%	28%
Not much of a problem	8%	5%	6%
Not a problem at all	2%	1%	6%
Don't know	2%	6%	3%

Table B-40. Race/ethnicity cross-tab

	White (N=1,321)	Communities of Color (N=207)
A very big problem	58%	59%
Somewhat of a problem	30%	30%
Not much of a problem	6%	7%
Not a problem at all	2%	2%
Don't know	4%	2%

Question 6: Do you consider congestion along I-205, between the Oregon-Washington border and where I-5 and I-205 meet near Tualatin, to be…

Table B-41. Geographic cross-tab

	Multnomah Co. (N=572)	Clackamas Co. (N=158)	Washington Co. (N=155)	Clark Co. (N=784)	Rest of Metro Area (N=15)	Out of Metro Area (N=113)
A very big problem	32%	49%	50%	40%	47%	35%
Somewhat of a problem	42%	35%	36%	41%	33%	47%
Not much of a problem	12%	11%	6%	12%	20%	12%
Not a problem at all	5%	1%	1%	2%	0%	2%
Don't know	10%	3%	7%	5%	0%	4%

Table B-42. Lower-income ZIP code cross-tab

	Lower-income ZIP codes (N=55)
A very big problem	46%
Somewhat of a problem	43%
Not much of a problem	9%
Not a problem at all	2%
Don't know	0%

Table B-43. Frequency of use cross-tab

	Frequent users (daily/weekly) (N=1,071)	Infrequent users (monthly/rarely) (N=719)	Non-users (N=5)
A very big problem	43%	33%	20%
Somewhat of a problem	39%	44%	20%
Not much of a problem	11%	13%	0%
Not a problem at all	2%	3%	40%
Don't know	5%	8%	20%

Table B-44. Purpose of trip cross-tab

	Commuters (N=905)	Personal trips (errands, visits to friends and family, medical appointments) (N=1,452)	Rideshare, transit or taxi operators (N=32)	Freight/delivery drivers (N=48)
A very big problem	44%	37%	38%	35%
Somewhat of a problem	37%	43%	47%	46%
Not much of a problem	11%	12%	9%	15%
Not a problem at all	2%	2%	0%	2%
Don't know	6%	6%	6%	2%

Table B-45. Age cross-tab

	Under 30 (N=199)	30-44 (N=680)	45-64 (N=587)	65+ (N=205)
A very big problem	38%	34%	42%	44%
Somewhat of a problem	36%	43%	40%	41%
Not much of a problem	15%	13%	9%	11%
Not a problem at all	6%	3%	2%	2%
Don't know	5%	8%	7%	2%

Table B-46. Gender cross-tab

	Male (N= 948)	Female (N=610)	Other (N=33)
A very big problem	41%	37%	46%
Somewhat of a problem	39%	42%	33%
Not much of a problem	12%	10%	9%
Not a problem at all	3%	2%	6%
Don't know	5%	9%	6%

Table B-47. Race/ethnicity cross-tab

	White (N=1,320)	Communities of Color (N=210)
A very big problem	39%	43%
Somewhat of a problem	40%	38%
Not much of a problem	11%	11%
Not a problem at all	3%	2%
Don't know	7%	6%

Question 7: How do you think congestion in the Portland metro area will change over the next few years?

Table B-48. Geographic cross-tab

	Multnomah Co. (N=569)	Clackamas Co. (N=159)	Washington Co. (N=154)	Clark Co. (N=783)	Rest of Metro Area (N=15)	Out of Metro Area (N=112)
Congestion will get worse	87%	89%	90%	88%	73%	83%
Congestion will stay about the same	12%	9%	8%	12%	27%	16%
Congestion will be reduced	1%	1%	2%	1%	0%	1%

Table B-49. Lower-income ZIP codes

	Lower-income ZIP codes (N=55)
Congestion will get worse	78%
Congestion will stay about the same	18%
Congestion will be reduced	4%

Table B-50. Frequency of use cross-tab

	Frequent users (daily/weekly) (N=1,070)	Infrequent users (monthly/rarely) (N=714)	Non-users (N=5)
Congestion will get worse	87%	89%	60%
Congestion will stay about the same	12%	11%	40%
Congestion will be reduced	1%	1%	0%

Table B-51. Purpose of trip cross-tab

	Commuters (N=903)	Personal trips (errands, visits to friends and family, medical appointments) (N=1,446)	Rideshare, transit or taxi operators (N=30)	Freight/ delivery drivers (N=48)
Congestion will get worse	89%	88%	87%	71%
Congestion will stay about the same	11%	11%	13%	25%
Congestion will be reduced	1%	1%	0%	4%

Table B-52. Age cross-tab

	Under 30 (N=198)	30-44 (N=675)	45-64 (N=586)	65+ (N=205)
Congestion will get worse	84%	87%	89%	88%
Congestion will stay about the same	15%	12%	10%	12%
Congestion will be reduced	2%	1%	1%	1%

Table B-53. Gender cross-tab

	Male (N= 947)	Female (N=607)	Other (N=32)
Congestion will get worse	88%	90%	88%
Congestion will stay about the same	11%	10%	6%
Congestion will be reduced	1%	0%	6%

Table B-54. Race/ethnicity cross-tab

	White (N=1,314)	Communities of Color (N=209)
Congestion will get worse	89%	85%
Congestion will stay about the same	10%	14%
Congestion will be reduced	1%	1%

Question 8: How would your regular trips change if there were user fees on I-5 and I-205 that resulted in a faster and more reliable trip? For this question, assume that cars with two or more people would be free or discounted. Check all that apply.

Table B-55. Geographic cross-tab

	Multnomah Co. (N=570)	Clackamas Co. (N=159)	Washington Co. (N=154)	Clark Co. (N=780)	Rest of Metro Area (N=15)	Out of Metro Area (N=112)
I would change the time I travel	30%	21%	17%	25%	20%	17%
I would try to avoid paying by telecommuting	9%	4%	8%	11%	20%	7%
I would try to avoid paying by arranging a carpool	20%	9%	9%	15%	20%	13%

I would use another transportation option like transit, cycling, or walking	32%	6%	10%	7%	7%	8%
I would drive a different route that didn't require a fee	36%	65%	51%	31%	33%	58%
My travel patterns would not change; I would pay the fee and expect a shorter travel time	41%	33%	30%	35%	27%	30%
I do not travel on I-5 or I-205	5%	4%	3%	1%	7%	4%
Other:	15%	14%	27%	32%	33%	20%
Don't know	5%	8%	10%	6%	13%	5%

Table B-56. Lower-income ZIP codes cross tab

	Lower-income ZIP codes (N=55)
I would change the time I travel	27%
I would try to avoid paying by telecommuting	13%
I would try to avoid paying by arranging a carpool	18%
I would use another transportation option like transit, cycling, or walking	18%
I would drive a different route that didn't require a fee	47%
My travel patterns would not change; I would pay the fee and expect a shorter travel time	33%
I do not travel on I-5 or I-205	9%
Other:	22%
Don't know	5%

Table B-57. Frequency of use cross-tab

	Frequent users (daily/weekly) (N=1,071)	Infrequent users (monthly/rarely) (N=713)	Non-users (N=5)
I would change the time I travel	22%	30%	0%
I would try to avoid paying by telecommuting	11%	7%	20%
I would try to avoid paying by arranging a carpool	13%	19%	0%
I would use another transportation option like transit, cycling, or walking	12%	21%	40%
I would drive a different route that didn't require a fee	41%	36%	20%
My travel patterns would not change; I would pay the fee and expect a shorter travel time	36%	36%	0%
I do not travel on I-5 or I-205	1%	6%	60%
Other:	27%	18%	0%

Don't know	7%	5%	0%

Table B-58. Purpose of trip cross-tab

	Commuters (N=904)	Personal trips (errands, visits to friends and family, medical appointments) (N=1,447)	Rideshare, transit or taxi operators (N=32)	Freight/delivery drivers (N=47)
I would change the time I travel	21%	28%	31%	26%
I would try to avoid paying by telecommuting	12%	9%	6%	6%
I would try to avoid paying by arranging a carpool	13%	17%	13%	9%
I would use another transportation option like transit, cycling, or walking	12%	17%	28%	6%
I would drive a different route that didn't require a fee	41%	40%	38%	55%
My travel patterns would not change; I would pay the fee and expect a shorter travel time	36%	37%	22%	32%
I do not travel on I-5 or I-205	1%	3%	3%	2%
Other:	28%	21%	22%	21%
Don't know	7%	6%	9%	9%

Table B-59. Age cross-tab

	Under 30 (N=198)	30-44 (N=679)	45-64 (N=585)	65+ (N=204)
I would change the time I travel	23%	25%	24%	33%
I would try to avoid paying by telecommuting	7%	11%	12%	2%
I would try to avoid paying by arranging a carpool	26%	19%	11%	9%
I would use another transportation option like transit, cycling, or walking	22%	19%	12%	8%
I would drive a different route that didn't require a fee	50%	38%	34%	37%
My travel patterns would not change; I would pay the fee and expect a shorter travel time	29%	42%	37%	31%
I do not travel on I-5 or I-205	9%	3%	2%	2%
Other:	20%	21%	26%	26%
Don't know	6%	6%	5%	7%

Table B-60. Gender cross-tab

	Male (N= 945)	Female (N=608)	Other (N=33)
I would change the time I travel	27%	25%	12%
I would try to avoid paying by telecommuting	9%	10%	9%
I would try to avoid paying by arranging a carpool	15%	18%	21%
I would use another transportation option like transit, cycling, or walking	19%	12%	27%
I would drive a different route that didn't require a fee	40%	34%	42%
My travel patterns would not change; I would pay the fee and expect a shorter travel time	36%	41%	27%
I do not travel on I-5 or I-205	3%	3%	9%
Other:	21%	24%	21%
Don't know	5%	6%	6%

Table B-61. Race/ethnicity cross-tab

	White (N=1,315)	Communities of Color (N=210)
I would change the time I travel	27%	19%
I would try to avoid paying by telecommuting	10%	5%
I would try to avoid paying by arranging a carpool	17%	15%
I would use another transportation option like transit, cycling, or walking	18%	15%
I would drive a different route that didn't require a fee	36%	45%
My travel patterns would not change; I would pay the fee and expect a shorter travel time	40%	33%
I do not travel on I-5 or I-205	3%	4%
Other:	22%	29%
Don't know	5%	8%

Question 9: What factors would influence your decision to drive on I-5 or I-205 if congestion pricing were implemented? Check all that apply.

Table B-62. Geographic cross-tab

	Multnomah Co. (N=561)	Clackamas Co. (N=158)	Washington Co. (N=151)	Clark Co. (N=775)	Rest of Metro Area (N=15)	Out of Metro Area (N=109)
Price of the user fee	57%	54%	54%	60%	47%	49%
Amount of time saved by paying the fee	55%	44%	52%	43%	53%	39%
Availability and convenience of transit options	42%	17%	17%	21%	13%	17%

Whether the user fee is waived if there are 2+ people in the car (carpool)	37%	30%	33%	41%	20%	28%
Whether I could save time by using a different route	32%	50%	42%	27%	53%	39%
Whether I could travel at a different time of day for my trip	41%	26%	30%	37%	33%	27%
Other:	13%	21%	19%	22%	13%	21%

Table B-63. Lower-income ZIP codes cross-tab

	Lower-income ZIP codes (N=51)
Price of the user fee	49%
Amount of time saved by paying the fee	47%
Availability and convenience of transit options	33%
Whether the user fee is waived if there are 2+ people in the car (carpool)	35%
Whether I could save time by using a different route	43%
Whether I could travel at a different time of day for my trip	31%
Other:	20%

Table B-64. Frequency of use cross-tab

	Frequent users (daily/weekly) (N=1,059)	Infrequent users (monthly/rarely) (N=705)	Non-users (N=5)
Price of the user fee	57%	59%	20%
Amount of time saved by paying the fee	45%	52%	20%
Availability and convenience of transit options	23%	33%	40%
Whether the user fee is waived if there are 2+ people in the car (carpool)	31%	47%	0%
Whether I could save time by using a different route	33%	32%	0%
Whether I could travel at a different time of day for my trip	30%	45%	20%
Other:	22%	13%	40%

Table B-65. Purpose of trip cross-tab

	Commuters (N=893)	Personal trips (errands, visits to friends and family, medical appointments) (N=1,436)	Rideshare, transit or taxi operators (N=32)	Freight/ delivery drivers (N=47)
Price of the user fee	57%	59%	56%	57%
Amount of time saved by paying the fee	46%	50%	38%	45%
Availability and convenience of transit options	23%	28%	25%	19%
Whether the user fee is waived if there are 2+ people in the car (carpool)	30%	42%	34%	26%
Whether I could save time by using a different route	32%	34%	22%	49%
Whether I could travel at a different time of day for my trip	28%	39%	22%	26%
Other:	23%	16%	22%	21%

Table B-66. Age cross-tab

	Under 30 (N=198)	30-44 (N=670)	45-64 (N=579)	65+ (N=201)
Price of the user fee	66%	61%	53%	53%
Amount of time saved by paying the fee	48%	52%	47%	43%
Availability and convenience of transit options	31%	34%	20%	20%
Whether the user fee is waived if there are 2+ people in the car (carpool)	41%	40%	35%	37%
Whether I could save time by using a different route	36%	34%	30%	33%
Whether I could travel at a different time of day for my trip	33%	35%	36%	43%
Other:	19%	15%	22%	19%

Table B-67. Gender cross-tab

	Male (N= 936)	Female (N=605)	Other (N=31)
Price of the user fee	57%	61%	61%
Amount of time saved by paying the fee	50%	49%	39%
Availability and convenience of transit options	25%	32%	29%
Whether the user fee is waived if there are 2+ people in the car (carpool)	36%	43%	29%
Whether I could save time by using a different route	33%	34%	32%
Whether I could travel at a different time of day for my trip	38%	38%	16%
Other:	18%	15%	29%

Table B-68. Race/ethnicity cross-tab

	White (N=1,306)	Communities of Color (N=207)
Price of the user fee	61%	53%
Amount of time saved by paying the fee	53%	37%
Availability and convenience of transit options	30%	30%
Whether the user fee is waived if there are 2+ people in the car (carpool)	41%	31%
Whether I could save time by using a different route	34%	30%
Whether I could travel at a different time of day for my trip	38%	25%
Other:	15%	22%